

Whig and Courier.

WHEELER & LYNDE PROPRIETORS.
Wm. H. Wheeler, Editor.

THURSDAY, MARCH 13, 1862.

THE CIRCULATION

Whig and Courier

11 DOUBLE

That of any other Daily Paper in Maine,
East of Portland.

Daily Established 1844—Weekly 1310.

TERMS OF ADVERTISING:

For one square, a space of 15 lines, this type

three times in the paper, for one week, \$1.00

For each week's insertion, 75 cts.

For half square, same time, 50 cts.

For one square in weekly three times,

for each week's continuance, 50 cts.

SPECIAL NOTICES:

\$2.00 per square for first week—\$1.00 per square

for continuance.

Double Column Advertisements inserted at

the rate of "Special Notice."

Advertisements, where the time of insertion is

not specially designated, will be continued until

otherwise ordered.

A FULL DESCRIPTION OF THE "MONITOR"

The Ericson iron-plated floating battery "Moni-

tor" which so triumphantly met the rebel

frigate "Merrimack" was launched at Greenport

by Capt. Ericson on January 30, having been

built in one hundred days. She is constructed

on an entirely original plan, invented by Capt.

Ericson with the specific view of obtaining ad-

vanced invulnerability. There are, in effect, two

hulls to the vessel, the upper one being the de-

fensive portion, and the lower one, which is en-

tirely protected by the upper, being built light

of three eighth inch iron, with an average thick-

ness of three quarters of an inch. The upper

hull is one hundred and seventy-four feet long,

forty-one feet four inches wide, and five feet

deep, the lower hull 121 feet long, thirty-four

feet wide at the top where it connects with the

upper hull, so that the upper hull extends over

the lower twenty-five feet over each end and

three feet seven inches over the side. The sides

of the upper hull are perpendicular, and are

built of a bulkhead of white oak, thirty inches

thick, upon which is placed an armor of solid

plate iron, six inches thick, extending from bot-

tom to top of the straight side of five feet deep,

and all around her. The vessel draws hardly

ten feet, and her sides are only eighteen inches

out of the water. The propeller, rudder, an-

chor, and engines are all protected under the

upper hull. The light is shell proof. The in-

chinate of the lower hull is such that a ball

cannot strike it without passing through twenty

five feet of water, and then striking at an acute

angle of about ten degrees. Upon the deck is a

cylindrical turret, to contain and protect the guns

and gunners. It is nine feet high and twenty

feet internal diameter, having two port-holes

to revolve fifteen times a minute, if necessary,

by machinery connected with the engine. By

this revolution the guns are brought to bear at

any point of the compass. The turret is of iron

plating, standing lengthwise, riveted, and mak-

ing in all thicknesses of every style of nine

inches of iron. On the side in which the port-holes

are bored, which will be the most exposed to

fire, is an additional shield of two inches

of iron, making the whole thickness eleven

inches. It has a perforated shell proof top.

The armament made the turret consists of two

11 inch columbads, which have been furnished

with 400 wrought iron shot each ball costing

\$47 and weighing 184 pounds, made on pur-

pose for smashing in the sides of such rebel

ships as the Merrimack, where cast-iron

shot would break to pieces. The vessel has no

unprotected part. If a ball strikes the turret it

meets a resistance of nine or (if on the fighting

side) of eleven inches of iron, and if it strikes the

sides, a resistance of six inches of iron, and a

bulkhead of thirty inches of white oak, and to

strike the light portion, as we have said, it must

pass through twenty-five feet of water. The

stem and stern of the iron-clad part are point-

ed at an angle of eighty feet. The plate being

straight on the two sides toward the end, and the

side sharp, the battery is considered by the

inventor as one of the most powerful steam ram-

mer ever built, bringing the whole immense weight

of the upper hull and deck a weight of about

650 tons, to operate in one direction.

The battery left New York on the 6th for Fort

Monroe, with the express purpose it is be-

lieved, of attacking the Merrimack at Norfolk, or

at least of preventing her from coming out.

Captain Ericson accompanied his vessel, and

has the most perfect confidence in her success.

He was towed to Fortress Monroe, which, how-

ever, those acquainted with her way was aware

of, as she has all the qualities of a life-boat,

the deck being water-tight, and would be cap-

able of a speed of eight knots an hour, and

of living in the worst sea.

The above facts are derived from statements

made in the New York World, and are undoubt-

edly correct.

The quantity of railroad iron down South

renders the apprehension reasonable that more

"Merrimacks" will be floating out. It is the

opinion of many engineers, however, that

nothing equally formidable can be

constructed.

Two iron steam batteries are being constructed

at Philadelphia, and will be sent to New

York.

From Col. Dow's Regiment—The Acci-

dent to the Merrimack.

We take the following from a letter in the Port-

land Advertiser.

U. S. FRIGATE "MOUNT VERNON,"

Fortress Monroe, Va., March 6, 1862.

The steam transport "Merrimack," having on

board the 31st Massachusetts regiment, and four

companies of the Maine 13th, left Fortress Mon-

roe on Tuesday night, the 25th of February.

On Wednesday, about noon, the sea compar-

atively smooth, but the weather growing thick,

the ship was found to be heading on to Hatteras

Beach, with Hatteras light-house on the port

bear. The ship was immediately put to sea, and

as night drew on we encountered a South Sea

gale, which increased with terrific violence dur-

ing the night, and reaching its utmost force about

daylight on Thursday. Our proximity to the

coast very naturally excited alarm independent

of the gale, but, with the gale, the excitement

on board was intense. No description can

picture the fury of the storm which prevailed.

The winds screamed, and the waves roared, and

dashed upon and over the ship with furious force

and rapidly. Water poured into the ship, from

the deck, and through the skylights, waves upon

wave. At one time the water threatened to ex-

tinguish the engine fires, but they were kept

free by the utmost perseverance and labor of

the crew. The sea was so high that the water

as it poured in, the water filled with the

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BANGOR POST OFFICE.

Post Office open 7:30 A.M. to 7 P.M., and from 11 to 12 P.M.
Western mail closes 10 A.M. No. 100 in Channel via Bangor at 10 P.M. and others at 11 P.M.
To time of the arrival of the mails is the common time. There are no arrivals or departures on Sunday.
The North Channel via Bangor arrives and departs on Tuesday, 10 A.M. and Saturday, 10 P.M. via Bangor and other offices.
Daily mail to Bangor via Bangor leaves here at 10 P.M. and returns at 10 P.M.
The mail to Bangor via Bangor leaves here at 10 P.M. and returns at 10 P.M.
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RATES OF POSTAGE.

Not over 3000 miles 3 cents per half ounce or free of charge of half ounce.
Over 3000 miles, 10 cents per half ounce or free of charge of half ounce.
To and from the British provinces not over 2500 miles, 10 cents per half ounce or free of charge of half ounce.
To and from the United States, 10 cents per half ounce or free of charge of half ounce.
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WINTER ARRANGEMENT.

On and after Monday, Nov. 4, the Train will leave Bangor at 7:00 A.M. and 4:00 P.M. for Portland and New York via Bangor and other offices.
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Patronize Home Manufactures.

PLUMMER'S PATENT ANATOMICAL LASTS.
The undersigned has a pair of these last made for the comfort of the foot. The last is made of the best material and is of the most perfect shape. It is of the most perfect shape. It is of the most perfect shape.

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FIRE AND LIFE.

ETNA Insurance Company, HARTFORD, CT.
Home Insurance Company, NEW YORK CITY.
Phoenix Insurance Company, HARTFORD, CT.

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Home Insurance Company, NEW YORK CITY.
Phoenix Insurance Company, HARTFORD, CT.

Through Tickets.

No. 22 West Market Square, BANGOR.
West and South West, VIA THE
Grand Trunk and all other routes West.

DR. SWEET'S

DR. SWEET'S
Infallible Liniment.
GREAT EXTERNAL REMEDY
For Rheumatism, Gout, Neuralgia, Lumbago, Sprains, Bruises, Burns, Scalds, Cuts and Wounds, Piles, Headache, and all Rheumatic and Nervous Disorders.

YOU CAN'T FIND

HEIMSTRECK'S INIMITABLE
HAIR RESTORATIVE.
It is the Only Reliable Article
FOR THE BALD AND GRAY.
Read the testimony from Kentucky
PAID FOR BY JULY 27, 1880

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ILLUSTRATED

SCIENTIFIC AMERICAN
Best Mechanical Paper in the World
SEVENTEENTH YEAR
VOLUME XLII NEW SERIES

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Best Mechanical Paper in the World
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VOLUME XLII NEW SERIES

Port and New York Steamers.

Franklin House, Bangor, Maine.
To Portland, by Bangor and New York, 10 A.M.
To New York, by Bangor and New York, 10 A.M.

Franklin House.

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To Portland, by Bangor and New York, 10 A.M.
To New York, by Bangor and New York, 10 A.M.

Thomas Hersey.

Thomas Hersey, Bangor, Maine.
To Portland, by Bangor and New York, 10 A.M.
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PROF. WOOD'S

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BLOOD RENOVATOR.
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FOR THE BALD AND GRAY.

THE MAGNOLIA BALM.

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FOR THE BALD AND GRAY.

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SPRING MEDICINE
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IT IS AN UNEQUALLED
Purifier and Regulator
of the Blood

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Building and Repairing.
FENCE BUILDING

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